

Federal Aviation Administration, DOT

§ 25.613

which could adversely affect safety, must—

(a) Be established on the basis of experience or tests;

(b) Conform to approved specifications (such as industry or military specifications, or Technical Standard Orders) that ensure their having the strength and other properties assumed in the design data; and

(c) Take into account the effects of environmental conditions, such as temperature and humidity, expected in service.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-38, 41 FR 55466, Dec. 20 1976; Amdt. 25-46, 43 FR 50595, Oct. 30, 1978]

§ 25.605 Fabrication methods.

(a) The methods of fabrication used must produce a consistently sound structure. If a fabrication process (such as gluing, spot welding, or heat treating) requires close control to reach this objective, the process must be performed under an approved process specification.

(b) Each new aircraft fabrication method must be substantiated by a test program.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-46, 43 FR 50595, Oct. 30, 1978]

§ 25.607 Fasteners.

(a) Each removable bolt, screw, nut, pin, or other removable fastener must incorporate two separate locking devices if—

(1) Its loss could preclude continued flight and landing within the design limitations of the airplane using normal pilot skill and strength; or

(2) Its loss could result in reduction in pitch, yaw, or roll control capability or response below that required by Subpart B of this chapter.

(b) The fasteners specified in paragraph (a) of this section and their locking devices may not be adversely affected by the environmental conditions associated with the particular installation.

(c) No self-locking nut may be used on any bolt subject to rotation in operation unless a nonfriction locking de-

vice is used in addition to the self-locking device.

[Amdt. 25-23, 35 FR 5674, Apr. 8, 1970]

§ 25.609 Protection of structure.

Each part of the structure must—

(a) Be suitably protected against deterioration or loss of strength in service due to any cause, including—

(1) Weathering;

(2) Corrosion; and

(3) Abrasion; and

(b) Have provisions for ventilation and drainage where necessary for protection.

§ 25.611 Accessibility provisions.

(a) Means must be provided to allow inspection (including inspection of principal structural elements and control systems), replacement of parts normally requiring replacement, adjustment, and lubrication as necessary for continued airworthiness. The inspection means for each item must be practicable for the inspection interval for the item. Nondestructive inspection aids may be used to inspect structural elements where it is impracticable to provide means for direct visual inspection if it is shown that the inspection is effective and the inspection procedures are specified in the maintenance manual required by § 25.1529.

(b) EWIS must meet the accessibility requirements of § 25.1719.

[Amdt. 25-23, 35 FR 5674, Apr. 8, 1970, as amended by Amdt. 25-123, 72 FR 63404, Nov. 8, 2007]

§ 25.613 Material strength properties and material design values.

(a) Material strength properties must be based on enough tests of material meeting approved specifications to establish design values on a statistical basis.

(b) Material design values must be chosen to minimize the probability of structural failures due to material variability. Except as provided in paragraphs (e) and (f) of this section, compliance must be shown by selecting material design values which assure material strength with the following probability: